

**SPILL PREVENTION, CONTROL AND
COUNTERMEASURES (SPCC) PLAN POLICY GUIDANCE**

**Federal Aviation Administration
Office of Environment and Energy
Facility Environment and Safety Division, AEE-200**

October 1997

TABLE OF CONTENTS

1.0 Introduction	1-1
Exhibit 1.1	1-2
<i>Decision Tree for an Applicability Determination for an EPA Spill Prevention and Countermeasures (SPCC) Plan</i>	
Exhibit 1.2	1-3
<i>Certification of Applicability of an EPA Facility Response Plan (FRP)</i>	
Exhibit 1.3	1-4
<i>Decision Tree for an Applicability Determination for a Coast Guard Facility Response Plan (FRP)</i>	
Exhibit 1.4	1-5
<i>Recommendations for Utilization of the National Response Team’s Integrated Contingency Plan (ICP) or “One Plan”</i>	
 2.0 SPCC Plan Elements and Requirements.....	2-1
 3.0 Sample FAA Facility SPCC Plan	3-1
 4.0 Sample Generic SPCC Plan	4-1
 Appendices	
A. Sections of FAA Order 1050.15A, <i>Fuel Storage Tanks at FAA Facilities</i>	
Chapter 7, Spill Prevention/Overflow Protection, Paragraphs 70-74	A-1
Chapter 8, Sections 82 - 92 and the applicable part of Section 93	A-4
B. EPA Facility Response Plan - Basic Information	
C. USCG Facility Response Plan - Basic Information	
D. Reserved (National Response Team’s Integrated Contingency Plan)	

1.0 Introduction

Spills of oils, related petroleum products (gasoline), and other hazardous substances into surface waters, sanitary sewer systems or storm sewer systems present potentially serious environmental and human health hazards that must be prevented and controlled. In the event that spills occur, timely and efficient countermeasures must be initiated to contain and recover these substances in order to mitigate adverse effects to surface waters and to prevent migration through subsurface soils to groundwater supplies.

The US Congress initially set up the legislative framework to address oil spill events with the 1970 Water Quality Improvement Act, which established reporting obligations and a prohibition on the discharge of harmful quantities of oil (i.e., those which caused a sheen on the water). With the passage of the Federal Water Pollution Control Act of 1972, more commonly known as the Clean Water Act (CWA), the 1970 Water Quality Improvement Act was updated and restrictions on the discharge of hazardous substances were added. In 1990, Congress passed the Oil Pollution Act (OPA) in response to the Exxon *Valdez* spill in the Prince William Sound in 1989. OPA, in part, amended the CWA by strengthening the oil spill provisions to include more stringent reporting and cleanup requirements and more severe penalties for discharges.

The Environmental Protection Agency (EPA) and the United States Coast Guard (USCG) are the two main Federal agencies which address and regulate facilities that handle, transfer and store oil and petroleum products. Both agencies have promulgated certain requirements, which when appropriately implemented by facilities, enable the facilities to prevent, control, respond and mitigate discharges.

Since FAA has facilities that store a wide range of volumes of oil and petroleum products in a variety of tank types, FAA must identify which FAA facilities are subject to EPA Spill Prevention, Control, and Countermeasures (SPCC) requirements (codified in 40 CFR 112). In addition, because FAA has some facilities that store significant quantities of oil (i.e., over 40,000 gallons) and/or transfer fuel over water (i.e., facilities located on islands where the fuel is delivered to the facility by barge or other vessel), FAA must identify which FAA facilities are subject to EPA and/or USCG Facility Response Plan (FRP) requirements (and other USCG requirements as applicable).

The purpose of this document is to assist FAA Regional, SMO, and Facility Environmental Managers to:

- ❖ Determine the applicability of ***Federal*** EPA and USCG oil spill regulations based on facility operations and considerations; and
- ❖ Comply with the requirement to develop SPCC plans.

Exhibits 1-1, 1-2, and 1-3, on the following pages, provide decision trees or a certification of applicability to assist environmental managers and staff in making determinations of the applicability for : (1) EPA's Spill Prevention, Control and Countermeasures (SPCCs); (2) EPA's Facility Response Plan (FRP); and (3) USCG's FRP and other requirements. *Region and Center*

environmental managers and staff will need to individually address the state and local requirements for their specific locales as this guide does not currently encompass applicable state and local regulations for above ground tanks and oil spill prevention and control. FAA's Order 1050.15A, Chapter 8, Paragraph 86.b. states "State and local implementing agencies shall be consulted prior to SPCC plan preparation. EPA requirements shall be implemented at a minimum as well as state or local requirements. . . ."

Exhibits 1-1, 1-2, and 1-3 must be considered for every facility that handles oil and/or stores oil in quantities of more than 1320 gallons and/or where the facility has one or more single ASTs greater than 660 gallons in size as each of the exhibits triggers a different Federal regulatory requirement.

Exhibit 1-4, provides information to assist FAA environmental managers and staff in determining whether or not to utilize the National Response Team's Integrated Contingency Plan (ICP) or "One Plan." The ICP was evaluated for utilization by FAA facilities because Facility Response Plans (FRPs) are elaborate documents. However, it was found that the ICP is an intricate process and document in itself. As such, Exhibit 1-4 provides guidance to determine when utilization of the ICP or "One Plan" may be *most beneficial to FAA facilities*.

Upon determining the applicability of the Federal oil spill requirements (i.e., SPCC, EPA FRP, USCG FRP and additional requirements), specific SPCC information and tools are provided in the following sections of this document.

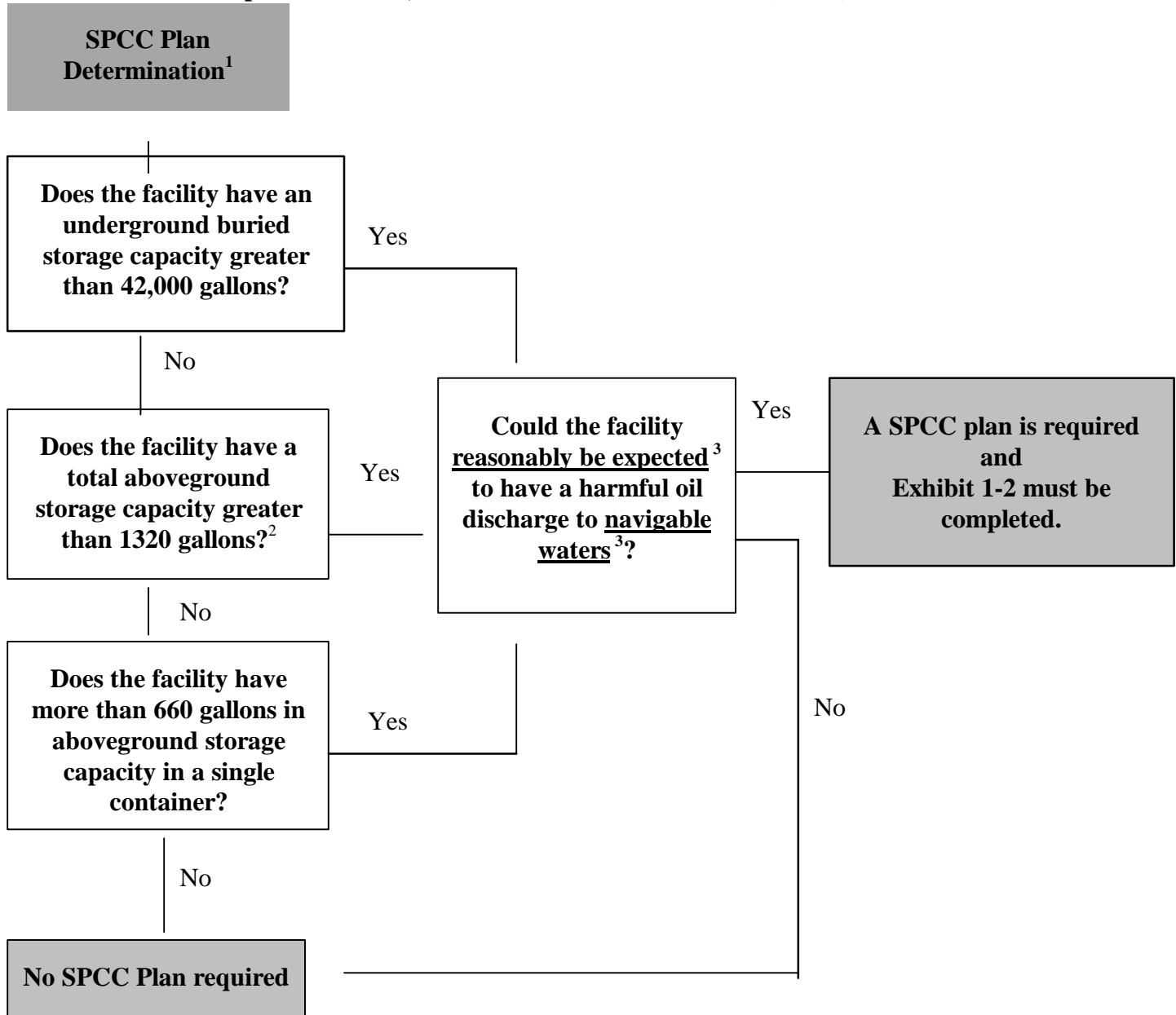
1.1 Organization of this Manual

Following this Introduction (Section 1), the remainder of this manual is organized into three additional sections. Section 2, SPCC Plan Elements and Requirements, describes the purpose of a SPCC plan and the minimum elements that comprise the plan. This section also includes a table (Table 2-1) that details the SPCC requirements found at 40 CFR 112 and highlights the relationship between FAA's new FST Order (FAA Order 1050.15A) and the EPA SPCC requirements.

In Section 3, Sample FAA Facility SPCC Plan, a sample SPCC plan is presented for an Airport Surveillance Radar (ASR) facility. The sample plan has been structured to be consistent with the SPCC elements presented in Section 2 and includes the following main topics: SPCC cover page; SPCC plan review; management approval; past spill history; facility information and site layout; potential spill volumes and rates; containment and diversionary structures; demonstration of practicability; facility drainage; bulk storage tanks; transfer operations and processes; inspection and records; security; and personnel, training and spill prevention procedures. It should be noted that the headings in the sample plan correspond to EPA requirements and that citations are provided as a cross-walk to Table 2.1 in Section 2.

EXHIBIT 1-1

Decision Tree for an Applicability Determination for an EPA Spill Prevention, Control and Countermeasures (SPCC) Plan



¹ This determination tree reflects the fact that most FAA facilities are nontransportation-related facilities as defined in the Memorandum of Understanding between EPA and DOT. As such, this triggering mechanism has been removed from this Decision Tree.

² Facilities need to include the volume of day tanks (connected to engine generators) in calculating the total AST oil storage capacity. FAA information indicates that some of the older day tanks may have individual capacities of 275 and 400 gallons. Five 275 gallon day tanks would put a facility over the 1320 gallon total oil storage capacity trigger.

³ Reasonably is determined on the basis of the location of the facility in relation to a stream, ditch, or storm sewer; the volume of material likely to be spilled; drainage patterns; soil conditions; and so forth. The presence of manmade structures that would inhibit the flow of oil is not considered when making the determination. The determination needs to be made carefully. If any oil could reach a sewer line, drainage ditch, etc., that discharges into navigable waters, either directly or indirectly, then the facility is subject to the regulation.

EXHIBIT 1-2

Certification of Applicability of an EPA Facility Response Plan (FRP)

[Sources: 40 CFR 112, Appendix C II; FAA Order 1050.15A, Appendix 10;
Also known as the "Certification of Substantial Harm Determination Form"]

**If there is a "yes" answer to one or more of the five questions below,
then an EPA FRP Plan is required.**

Facility Name _____

Facility Address _____

1. Does the facility transfer oil over water to or from vessels and does the facility have a total oil storage capacity greater than or equal to 42,000 gallons? **Yes** _____ **No** _____
2. Does the facility have a total oil storage capacity greater than or equal to 1 million gallons and does the facility lack secondary containment that is sufficiently large to contain the capacity of the largest aboveground oil storage tank plus sufficient freeboard to allow for precipitation within any aboveground oil storage tank area? **Yes** _____ **No** _____
3. Does the facility have a total oil storage capacity greater than or equal to 1 million gallons and is the facility located at a distance (as calculated using the appropriate formula in 40 CFR 112 or a comparable formula) such that a discharge from the facility could cause injury to fish and wildlife and sensitive environments? **Yes** _____ **No** _____
4. Does the facility have a total oil storage capacity greater than or equal to 1 million gallons and is the facility located at a distance (as calculated using the appropriate formula in 40 CFR 112 or a comparable formula) such that a discharge from the facility would shut down a public drinking water intake? **Yes** _____ **No** _____
5. Does the facility have a total oil storage capacity greater than or equal to 1 million gallons and has the facility experienced a reportable oil spill in an amount greater than or equal to 10,000 gallons within the last 5 years? **Yes** _____ **No** _____

CERTIFICATION

I certify under penalty of law that I personally examined and am familiar with the information submitted in this document, and that based on my inquiry of those individuals responsible for obtaining this information, I believe that the submitted information is true, accurate, and complete.

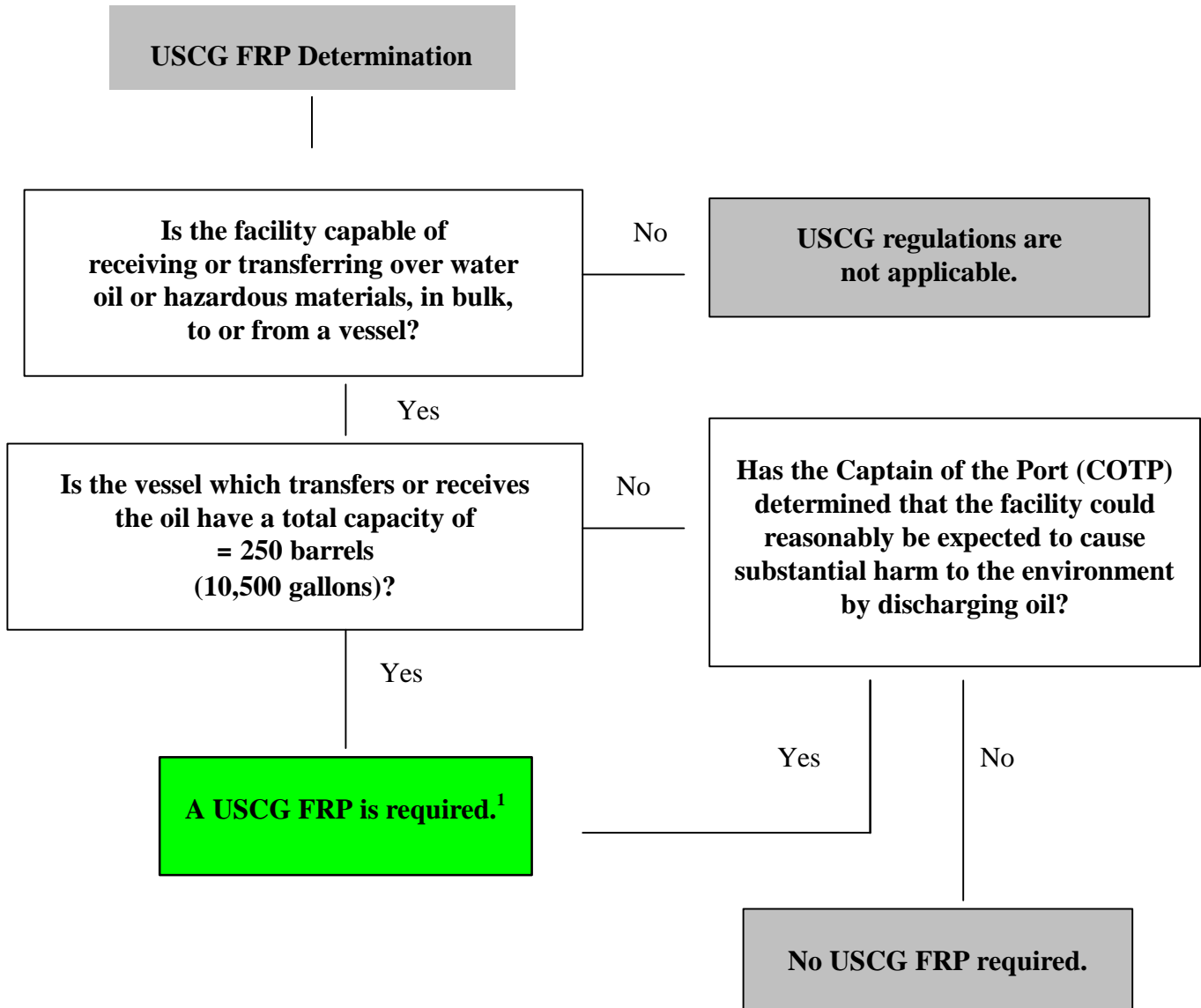
Signature _____ Date _____

Name (type or print) _____

Title _____

EXHIBIT 1-3

**Decision Tree for an Applicability Determination for a
U.S. Coast Guard Facility Response Plan (FRP)**



¹ If a USCG FRP is required, other additional CG requirements may also apply—specifically other sections within 33 CFR Part 154 (in addition to subpart F) and 33 CFR 156.

EXHIBIT 1-4

Recommendations for When Utilization of the National Response Team's Integrated Contingency Plan (ICP) or "One Plan" May be Most Beneficial to FAA Facilities

EPA 40 CFR 112 Requirements

SPCC Plan required

*See sections 2.0,
3.0 & 4.0*

"A"

EPA FRP required

See Appendix B

"B"

USCG 33 CFR 154 Requirements

USCG FRP required

See Appendix C

"C"

If only A is required, do a separate plan.

If A and B are required, do separate plans.

If A, B and C are required, recommend using the NRT's Integrated Contingency Plan for B and C. Of the three documents, only the EPA FRP and USCG FRP requirements are incorporated in the NRT's ICP. The SPCC Plan ("A") would be a separate document.

If A and C are required, do separate plans.

NOTES: 1. *If B is required, most likely A is also triggered and applicable.*
2. *If C is required, most likely A is also triggered and applicable.*
3. *If C is required, other additional CG requirements may also apply—specifically other sections within 33 CFR Part 154 (such as Subpart B, Operations Manual, Subpart C, etc.) and 33 CFR 156.*

Benefits to utilizing the Integrated Contingency Plan (ICP) or "One Plan"

- ◆ Eliminates duplication of the same information required by various plans.
- ◆ Improves coordination with regulating agencies during pre-incident planning.
- ◆ Sets forth the same planning process for all emergencies.

2.0 SPCC Plan Elements and Requirements

The purpose of a SPCC Plan is to identify controls and countermeasures that have been developed to minimize the likelihood and severity of a petroleum product release from the facility. As such, a SPCC plan shall include, at minimum, the following eighteen elements:

- Cover page with facility owner, type, location, etc. information
- Certification of the plan by a registered professional engineer
- Documentation of required reviews of plan
- Written facility management approval
- Oil spill history since January 10, 1973 with brief descriptions of corrective actions and plans for preventing recurrence
- Facility location and contact information
- Description of facility
- AST and UST unit-by-unit capacity, type and quantity of oil stored, and estimates of quantity of oils that could be potentially discharged
- Diagram/layout of facility
- Prediction of the direction of flow, rate of flow, and total quantity of oil that could be discharged from the facility as a result of each major type of failure
- Description of any containment and diversionary structures
- Description of any facility drainage structures
- Description of all bulk storage tanks and measures present to aid in prevention of releases
- Descriptions relating to transfer operations, pumping, and in-plant facility processes (such as SOPs, etc.)
- Inspections and records discussion
- Description of facility/operations security and plans for ongoing coordination with the Security Servicing Element (SSE)
- Description of personnel training and spill prevention procedures [*Note: This includes Incident reporting steps, including those required by FAA policy memorandum dated February 21, 1995, from the Associate Administrators for Air Traffic Services and Civil Aviation Security, Subject: Collection and Reporting of Incident Data.*]
- Certification of Substantial Harm Determination Form
(i.e., Exhibit 1-2, Certification of Applicability of an EPA Facility Response Plan)

The elements above were derived from 40 CFR Part 112, FAA's Order 1050.15A, *Fuel Storage Tanks at FAA Facilities*, EPA Region III's SPCC Plan Review Checklist and EPA Region III's July 1997 Sample SPCC Plan.

One item that required by EPA regulations is not in the above elements because it is actually the order of the elements that is regulated by under 40 CFR 112.7. EPA regulations specifically requires that the SPCC plan follow the sequence as outlined in Part 112.7. The elements and the sample plans provided in this guidance comply with this EPA requirement.

Table 2.1- 40 CFR Part 112 SPCC Requirements, provides the 40 CFR Part 112 SPCC requirements in a concise and easy to read format. This table allows one to correlate SPCC requirements to the sample generic SPCC plan and the sample FAA Facility SPCC plan provided in sections 3.0 and 4.0 of this document.

Sections of the table are shaded to highlight the provisions of the regulation which are recommendations and not mandatory requirements as the provisions are stated utilizing the word "should." However, a majority of the "should" provisions are good management practices that a reasonable person would do to prevent and control oil spills. As such, some of the EPA "should" provisions are unshaded as other entities have made them mandatory. For example, FAA's Order 1050.15A, *Fuel Storage Tanks at FAA Facilities*, specifically, Chapter 7, Paragraphs 70-74, and Chapter 8, Paragraphs 82 through 93, inclusive, makes some of the EPA recommendations requirements as FAA considered them to be are good management practices which facilitate spill prevention. Also, other EPA and DOT regulations make some of the EPA recommendations requirements. Notes have been provided in the table at the specific effected provisions to clarify the circumstances. To review the applicable sections of Order 1050.15A mentioned above or in Table 2.1, these sections are provided in Appendix A of this guidance.

CFR Citation and Explanatory Notes		Table 2.1 - 40 CFR Part 112 SPCC Requirements	
		<i>(Shaded items are recommended practices but are not required by the regulations. In addition, 40 CFR 109.5 is provided for co</i>	
40 CFR 112.3	(d)	The SPCC Plan is certified by a registered professional engineer.	
40 CFR 112.5	(b)	The SPCC is reviewed and evaluated every three years by the owners or operators of the facility.	
	(c)	Amendments to the SPCC Plan are certified by a registered professional engineer.	
40 CFR 112.7	-	Full approval is given by management with the authority to commit resources.	
<i>The sample plans in this guidance comply with this requirement.</i>	-	The SPCC Plan follows the sequence of § 112.7.	
<i>Implication here that spill history is a running list, not static.</i>	(a)	If a facility has experienced one or more spill events since January 10, 1973, the SPCC Plan includes: a written des and plans for preventing recurrence.	
	(b)	Where experience indicates a reasonable potential for equipment failure, the SPCC Plan includes the following for e spill's direction, rate of flow; and total quantity of oil that could be discharged.	
<i>Some double-walled tanks provide substantially equivalent protection of the items listed under (c). See FAA Order 1050.15A, Chapter 8, Paragraph 86.</i>	(c)	The SPCC Plan describes one of the following as a <u>minimum</u> to prevent discharged oil from reaching a navigable v	
<i>It is FAA policy (FAA Order 1050.15A, Chapter 8, Paragraph 87) that new ASTs be a minimum of double-walled or vaulted and all piping have secondary containment.</i>	(c)(1)	ONSHORE FACILITIES: (i) dikes, berms, or retaining walls; (ii) curbing; (iii) culverts, gutters, or other drainage systems; (iv) weirs, booms, or other barriers; (v) spill diversion ponds; (vi) retention ponds; and/or (vii) sorbent materials.	
	(c)(2)	OFFSHORE FACILITIES: (i) curbing, drip pans; and/or (ii) sumps and collection systems.	
<i>It is recommended that a facility address this issue in their SPCC Plan; See section in Sample FAA facility SPCC plan for guidance. While FAA Order 1050.15A, Chapter 8, Paragraph 86.b. states that "State and local implementing agencies shall be consulted prior to SPCC plan preparation", it is up to the facility as to whether to include discussions (or not) of any state and local requirements.</i>	(d)	If the installation of structures or equipment listed in §112.7(c) [directly above] is not practicable as determined by th - The impracticability is clearly demonstrated. (1) A strong oil spill contingency plan following 40 CFR 109; and (2) A written commitment of manpower, equipment, and materials.	
	(e)	The SPCC Plan should also include a complete discussion of conformance with the following applicable guidelines, containment procedures (or, if more stringent, with State rules, regulations and guidelines):	

CFR Citation and Explanatory Notes	Table 2.1 - 40 CFR Part 112 SPCC Requirements <i>(Shaded items are recommended practices but are not required by the regulations. In addition, 40 CFR 109.5 is provided for co</i>	
Very few FAA facilities have water or wastewater drainage systems or diked AST exterior storage.	(e)(1)	ONSHORE FACILITY WITH DRAINAGE SYSTEMS: DIKED OIL STORAGE AREAS: (i) Drainage from diked storage areas is restrained by valves or other positive means to prevent an oil spill or exce (ii) Valves used for the drainage of diked areas are manual, open-and-close design. UNDIKED OIL STORAGE AREAS: (iii) To retain oil, plant drainage from undiked areas flows into ponds, lagoons, or catchment basins that are not sub (iv) In the event of an uncontrolled spill, a diversion system at the final discharge point of all in-plant ditches can re MULTIPLE DRAINAGE WATER TREATMENT UNITS (v) Where more than one drainage water treatment unit is used, the transfer between units is by natural hydraulic - Two lift pumps, with at least one permanently installed. ALL FACILITY DRAINAGE SYSTEMS - Facility drainage systems prevent oil from reaching navigable waters in the event of equipment failure or human
"		
"		
"		
"		
	(e)(2)	ONSHORE BULK STORAGE TANKS:
This item by default is a MUST statement.		(i) Tank material and construction should be compatible with stored material and conditions of storage.
FAA Order 1050.15A, Chapter 8, Paragraph 87 requires that ASTs be a minimum of double-walled or vaulted and all piping have secondary containment.		(ii) All tank installations should have secondary containment for the largest single tank plus an allowance for precipi
Very few FAA facilities have diked AST exterior storage.		- Dike walls and floor should be sufficiently impervious to contain spilled oil.
"		(iii) Drainage of rainwater from diked areas, bypassing treatment, is accomplished by doing all of the following: (A) Normally, the bypass valve is sealed closed; (B) Rainwater drainage is inspected; (C) The bypass valve is opened and resealed under supervision; and (D) Records are maintained of bypassing and drainage events.
Note: All buried storage tanks will need to comply with UST regulations, which is more stringent than this condition.		(iv) Buried metallic storage tanks should be pressure tested on a regular basis; and - Coated or cathodically protected to reduce corrosion.
Note: All buried storage tanks will need to comply with UST regulations, which is more stringent than this condition.		(v) Partially buried metallic tanks for the storage of oil should be avoided; or adequate coating is provided for the bur

CFR Citation and Explanatory Notes	Table 2.1 - 40 CFR Part 112 SPCC Requirement <i>(Shaded items are recommended practices but are not required by the regulations. In addition, 40 CFR 109.5 is provided for co</i>
FAA Order 1050.15A Chapter 8, Paragraph 92 requires ASTs to be tested every ten years. This would be a minimum as good management practices would dictate more frequently, not counting if one indicated one would inspect as a means to prevent reoccurrence of spills.	(vi) Above ground tanks should be subject to periodic integrity testing using one of the following methods: hydrostatic destructive shell thickness testing. <ul style="list-style-type: none"> - And comparison records are kept where appropriate. - Tank supports and foundations should be inspected. - All bulk storage tanks should be visually inspected frequently.
AEE-200 is not aware that any FAA facility is using heating coils.	<i>IF INTERNAL OR EXTERNAL HEATING COILS ARE USED:</i> (vii) Internal heating coil leakage should be controlled by considering one of the following: (A) The steam return or exhaust lines for oil are monitored. - The lines are passed through a separation system; or (B) An external heating system is installed.
FAA Order 1050.15A, Chapter 8, Paragraph 87 requires that ASTs provide interstitial monitoring of the tank and piping system, automatic tank gauging, and automatic line leak detection.	(viii) Tanks should be fail-safe engineered by installing one of the following: (A) High liquid level alarms with an audible or visual signal; (B) Automatic high liquid level pump cutoff devices; (C) A direct signal between the tank gauger and pumping station; (D) A fast response system to detect oil level of each storage tank; or (E) Regularly testing liquid level sensing devices.
	(ix) Plant effluent discharged directly into navigable waters should be observed frequently to detect upsets.
FAA Order 1050.15A, Chapter 8, Paragraph 87 requires that ASTs provide interstitial monitoring of the tank and piping system, automatic tank gauging, and automatic line leak detection.	(x) Visible oil leaks from tank seams, gaskets, rivets and bolts should be promptly corrected.
	<i>IF MOBILE OR PORTABLE OIL STORAGE TANKS ARE USED:</i> (xi) Mobile or portable oil storage tanks should be: <ul style="list-style-type: none"> - Located to prevent spilled oil from reaching navigable water; - Provided with secondary containment; and - Located where they will not be subject to periodic flooding. (e)(3) <i>ONSHORE FACILITY TRANSFER OPERATIONS, PUMPING, AND INPLANT PROCESS:</i> (i) Buried piping installations should be protectively wrapped and coated if warranted; <ul style="list-style-type: none"> - Cathodically protected if warranted; and - Carefully examined for deterioration if exposed for any reason. (ii) Pipeline terminals should , when not in service or in standby service be: <ul style="list-style-type: none"> - Capped or blank-flanged; and - Marked as to origin. (iii) Pipe supports should be designed to minimize abrasion and corrosion and allow for expansion and contraction.
	(iv) All aboveground valves and pipelines should be inspected periodically; and <ul style="list-style-type: none"> - Periodic pressure testing may be warranted for piping.

CFR Citation and Explanatory Notes	Table 2.1 - 40 CFR Part 112 SPCC Requirements
	<p>(v) Vehicular traffic entering the facility should be warned, verbally or by signs, to avoid damaging aboveground piping.</p> <p>(e) (4) FACILITY TANK CAR AND TANK TRUCK LOADING/UNLOADING</p>
This item by default is a MUST statement.	(i) Tank car and tank truck loading/unloading procedures should meet the minimum requirements and regulations of
	<p>(ii) Where drainage does not flow into a catchment basin or a treatment facility, a containment system should be used</p> <p>(iii) An interlocking warning light, physical barrier system, or warning signs should be provided to prevent premature</p> <p>(iv) The lower most drain and all outlets on tank cars and tank trucks should be inspected for leakage prior to filling a</p> <p>(e)(8) INSPECTIONS AND RECORDS:</p>
<p>The written inspection procedures are those procedures developed for the facility by the owner or operator.</p> <p>-----</p> <p>FAA Order 1050.15 A, Chapter 8, Paragraph 87, states that: "Release monitoring shall be inspected, tested and recorded in accordance with the site-specific SPCC Plan." Chapter 8 also states in Paragraph 88, that inspections, all testing results, and release monitoring records shall be maintained at the facility or nearest AF field office for at least 5 years.</p>	<ul style="list-style-type: none"> - Inspections required by this part should be accordance with written procedures developed for the facility by the - A record of the inspections should included in the SPCC Plan. - Written procedures and inspection records should be signed by the appropriate supervisor or inspector. - Written procedures and inspections records should be maintained for a period of three years.
	(e)(9) SECURITY:
FAA Order 1050.15A, Chapter 8, Paragraph 80.c. requires security fencing and locked gates when unattended..	<p>(i) Plants handling, processing, and storing oil should be fully fenced; and</p> <ul style="list-style-type: none"> - Entrance gates are locked and/or guarded when the plant is unattended.
FAA Order 1050.15A, chapter 8, Paragraph 87 requires that all new fill pipes must have locking caps. +++This statement either goes here or for 'iv' below.	(ii) Any valves that permit outflow of a tank's contents should be securely locked closed when in non-operating or no
	<p>(iii) Oil pump starter controls in non-operating or non-standby status should be locked in the off position or are acces</p> <p>(iv) The loading/loading connections of oil pipelines should be capped or blank-flanged if not in service or on standby</p>
FAA Order 1050.15A, Chapter 8, Paragraph 80.c. requires lighting.	<p>(v) Lightings should be commensurate with the facility giving consideration to:</p> <p>(A) Discovering spills at night; and</p> <p>(B) Preventing spills occurring through acts of vandalism.</p>

CFR Citation and Explanatory Notes		Table 2.1 - 40 CFR Part 112 SPCC Requirements
<i>(Shaded items are recommended practices but are not required by the regulations. In addition, 40 CFR 109.5 is provided for co</i>		
	(e)(10)	PERSONNEL, TRAINING & SPILL PREVENTION PROCEDURES:
FAA Order 1050.15A, Chapter 8, Paragraph 90 states: "The facility manager shall ensure that spill prevention briefings are conducted for operating personnel annually to ensure adequate understanding of the SPCC plan for the facility."		(i) Owners and operators are responsible for properly instructing their personnel in the operation and maintenance and applicable pollution control laws, rules, and regulations.
FAA Order 1050.15A, Chapter 8, Paragraph 83 states minimal elements of an SPCC plan and "h" says: "Person(s) designated by management as responsible for oil spill prevention."		(ii) A person accountable for oil spill prevention should be designated in the SPCC and report to line management.
FAA Order 1050.15A, Chapter 8, Paragraph 90 also states: "Training exercises in accordance with the site-specific SPCC plan shall be conducted annually in the operation and maintenance of equipment to prevent the discharges of oil."		(iii) Spill prevention briefing for operating personnel should be scheduled and conducted at intervals frequent enough for the SPCC Plan for that facility.
40 CFR 112.20	(e)	If the owners or operators of a regulated facility is not required to submit a FRP, the SPCC Plan must include a sign Part 112.
40 CFR 112.4 * Only have to do this requirement if facility has releases as indicated.	(a)	Whenever a facility discharges more than 1,000 gallons of oil into navigable waters (or adjoining shoreline), or has to submit the following information must be submitted to the EPA Regional Administrator (RA): (1) Name of the facility; (2) Name(s) of the owner or operator of the facility; (3) Location of the facility; (4) Date and year of initial facility operation; (5) Maximum storage or handling capacity and daily throughput; (6) Description of the facility, including maps and diagrams; (7) Complete copy of the SPCC Plan with any amendments; (8) Causes of the spill, including failure analysis; (9) Corrective actions and/or countermeasures taken; (10) Additional preventive measures taken or contemplated; and (11) Other information required by the RA.
40 CFR 109.5		CRITERIA FOR THE DEVELOPMENT AND IMPLEMENTATION OF OIL CONTINGENCY PLANS
	(a)	Define authorities, responsibilities and duties of all persons, organizations and/or agencies which are to be involved

CFR Citation and
Explanatory Notes

Table 2.1 - 40 CFR Part 112 SPCC Requirements

(Shaded items are recommended practices but are not required by the regulations. In addition, 40 CFR 109.5 is provided for context.)

- | | |
|------------|---|
| <p>(b)</p> | <p>Establish and document notification procedures for the purpose of early detection and timely notification of an oil discharge.</p> <ul style="list-style-type: none"> (1) The identification of critical water use areas; (2) A current list of names, telephone numbers and addresses of the responsible persons and alternates on call to be notified when an oil discharge occurs; - A list of the names, telephone numbers and addresses of the organizations and agencies to be notified when an oil discharge occurs; (3) Provisions for access to a reliable communications system for timely notification of an oil discharge; and (4) An established, prearranged procedure for requesting assistance during an emergency. |
| <p>(c)</p> | <p>Include provisions to assure that full resource capability is known and can be committed during an oil discharge situation.</p> <ul style="list-style-type: none"> (1) Identification and inventory of applicable equipment, materials and supplies which are available [onsite,] locally; (2) Estimations of the equipment, materials and supplies which would be required to remove the maximum oil discharge; (3) Agreements and arrangements in advance of an oil discharge for the acquisition of equipment, materials, and services. |
| <p>(d)</p> | <p>Include provisions for well defined and specific actions to be taken after discovery and notification of an oil discharge.</p> <ul style="list-style-type: none"> (1) Specification of any response teams and/or employees with responsibilities for doing any response activities (varying with the severity of the oil discharge and the responsibility); (2) Predesignation of response coordinator and response incident command structure and procedures; (3) A preplanned location for and emergency operations center/command post; (4) Provisions for varying degrees of response effort depending on the severity of the oil discharge; and (5) Specification of the order of priority in which the various water uses are to be protected where more than one water use is present. |

3.0 Sample FAA Facility SPCC Plan

This section provides a sample Airport Surveillance Radar (ASR) SPCC plan for a “typical” FAA ASR facility incorporating the elements described in 2.0 of this guidance. The facility scenario is listed below and illustrates that the FAA facility does not need to be adjacent to a stream or river to trigger to the SPCC requirement. Navigable waters is defined broadly and includes such things as dry storm drainage ditches that eventually flow to streams (intermittent and flowing) and creeks.

“Notes” are provided in italics in the sample plan to help the user better understand the various requirements and/or why certain information is included or needs to be included in the plan. One would not include these notes in one’s own plan.

FACILITY SCENARIO:

The sample SPCC is for a typical ASR facility located at an airport. While this ASR and the airport are not located near the ocean, a river, or a stream, the 1000 gallon above ground fuel storage tank is located upslope and to the west of a dry storm drainage ditch 500 feet away that eventually flows to a small creek called Carol Creek.

SAMPLE

**Federal Aviation Administration
Spill Prevention, Control, and Countermeasure (SPCC) Plan**

Facility:

ASR Facility, NAS International Airport (IAN)

Physical Location:

**Located adjacent to D-1 runway
on the .5 acres of leased ground
at the NAS International Airport
Fernville, VA 23456**

Facility Contact and Phone Number:

Steve Doe
703-410-7044

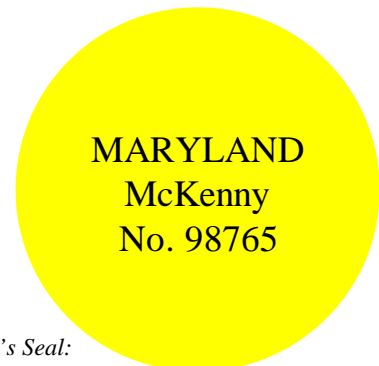
CERTIFICATION: I hereby certify that I have examined the facility, and, being familiar with the provisions of 40 CFR Part 112, attest that this SPCC Plan has been prepared in accordance with good engineering practices.

REGISTERED PROFESSIONAL
ENGINEER: McKenny

SIGNATURE: **McKenny**
REGISTRATION NUMBER: 98765

STATE: Maryland

DATE: August 5, 1997



Engineer's Seal:

SPCC PLAN REVIEW - 40 CFR 112.5(b)

A review and evaluation of the SPCC plan is completed at least once every three years. All substantive amendments to the plan are certified by a registered professional engineer in accordance with §112.3(d). Evidence of these reviews and applicable certifications is recorded in the table below. [Note: Administrative modifications are made, as appropriate, to ensure the accuracy of plan information in response to modifications in the assignment of personnel or contact information (e.g., telephone numbers).]

Date	Reason for Review	SPCC Coordinator's Name and Initials	Professional Engineer Name and Initials
3/3/95	Triennial Review	Steve Doe	SD McKinney M
*8/17/96	Installation of AST 500 gallon tank for used oil accumulation	Steve Doe	SD McKinney M
**			

* Amended to reflect installation of AST 500 gallon tank for used oil accumulation.

** Next review and evaluation of the plan will be in three years unless an amendment comes first.

Notes:

1. Concerning the engineer's certification on the cover page and in the figure above, SPCC Plan certification by a registered engineer means: (1) the engineer has examined the facility; (2) the engineer has reviewed the plan; (3) the engineer is familiar with the provisions of 40 CFR 112; and (4) the engineer can attest that the SPCC Plan has been prepared in accordance with good engineering practices.
2. One must also be aware that the engineer's certification does not relieve FAA personnel of their duty to prepare and fully implement the SPCC plan. [citation: 40 CFR 112.3(d)]
3. The registered professional engineer may be someone inside or outside of FAA. Also, the registered engineer does not have to be registered in the state where the facility is located.
4. FAA Order 1050.15A, Chapter 8, Paragraph 83, specifies that a facility's SPCC plan must be maintained and kept on site if the facility is attended at least 8 hours per day or if practical. Otherwise the SPCC plan must be maintained at the nearest AF field office or equivalent facility type.

MANAGEMENT APPROVAL - 40 CFR 112.7

This SPCC plan is fully approved by the management of the FAA, which will provide all the necessary funds and man-power to fully implement the plan as it is described in this document.

John Deer, SMO SECM/RPMES August 5, 1997

Note: This must be signed by management at a level with authority to commit the necessary resources.

PAST SPILL HISTORY - 40 CFR 112.7(a)

Written Description of Spill	Corrective Actions Taken	Plan for Preventing Recurrence
On 2/15/95, tank #1(the convault) was overfilled during refilling after the high level alarm failed. Approximately 20 gallons were spilled.	Diesel fuel spilled onto the dirt ground. Fuel cleaned up with absorbent and contaminated soil was removed. Fuel did not go out of fenced confines of facility.	The level indicators are regularly checked and alarms are regularly tested to ensure proper operation.
On 2/24/95, there was a leak in the day tank inside the building. Approximately 5 gallons were spilled.	Diesel fuel spilled was contained within the building. Fuel cleaned-up with absorbent.	Day tank and piping put on a regular visual inspection schedule to minimize the chances of future recurrence.
On 7/7/97, used oil was spilled onto the ground while attempting to put used oil in the tank. Approximately 1 gallons was spilled.	Oil spilled on the ground around the tank. A shovel of contaminated soil was removed.	Used oil tank moved to a concrete pad. A funnel was purchased to help minimize the chances of future recurrence.

Note: Some facilities may not have had any spills in the past. If this is the case, chart needs to be included for future recording of any spill history with a note that states that there have been no spills since January 10, 1973.

FACILITY INFORMATION

Facility Name ASR , NAS International Airport (IAN)

Manned or Unmanned Facility Unmanned Facility

Telephone Number (if Manned Facility) NA

Physical Address and Directions

The facility is located in Fern County, Virginia approximately 1 ½ miles southwest of Carol Creek. The facility is located in the middle of the NAS International Airport property adjacent to D-1 runway on .5 acres of leased ground.

Latitude & Longitude _____

Street Address _____

Owner/Operator Name U.S. Federal Aviation Administration

Key Contact Name & Title _____

Key Contact's Telephone Number _____

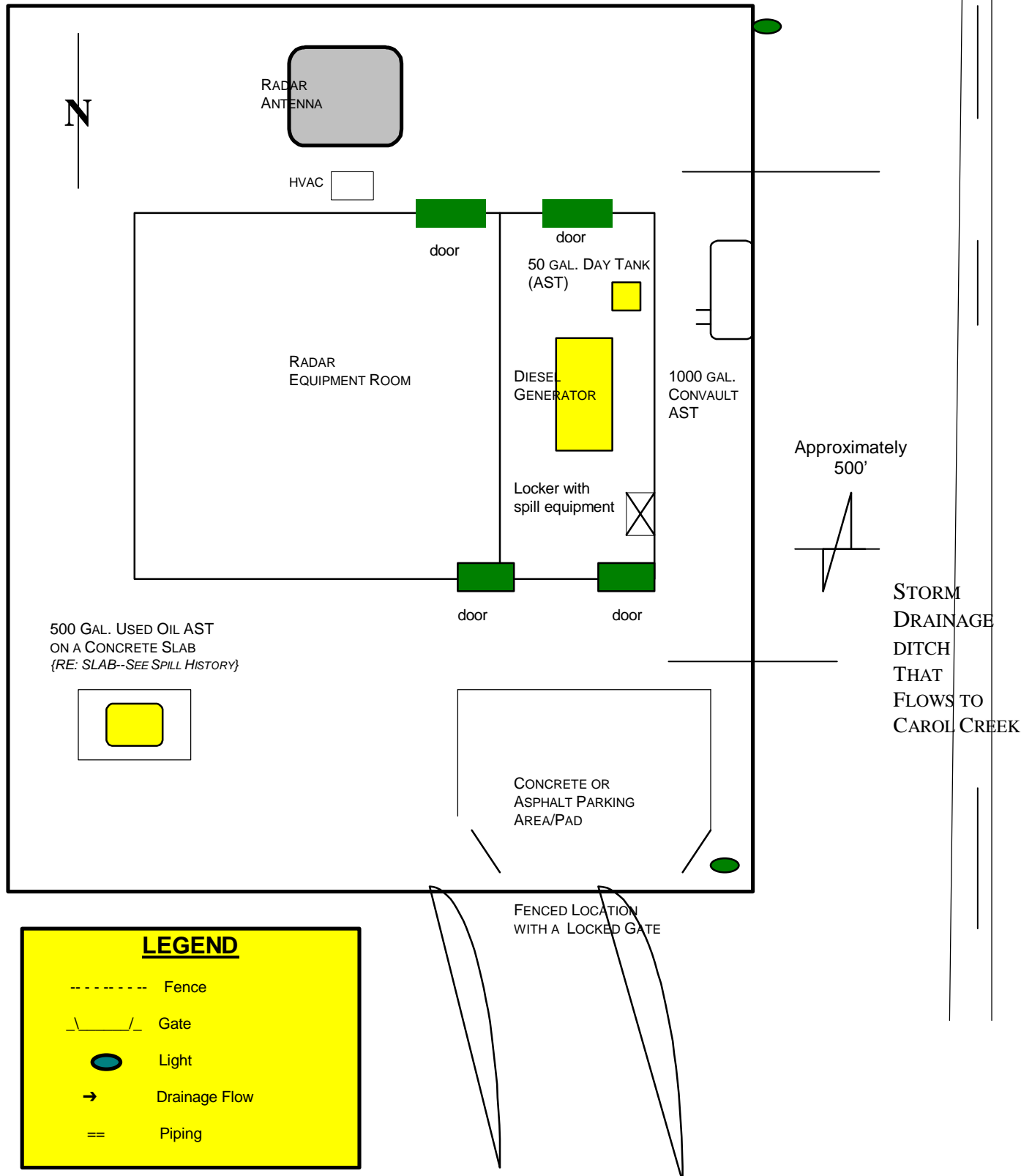
Facility Description

The ASR IAD facility is a radar system which is used to detect and display the azimuth and range of aircraft operating in the airport terminal areas, enabling an Air Traffic Control specialist to provide air traffic control information to pilots. The facility consists of a cinderblock building that has two rooms which are both accessed externally. The larger room contains radar equipment and the smaller room contains a engine generator, which is for backup power. Fuel for the generator is provided by a 1000 gallon above ground convault tank. This tank (#1 below) is located upslope of a dry storm drainage ditch 500 feet away that eventually flows to a small creek. The engine generator has a 50 gallon day tank (#2 tank below) associated with it and this is located in the room with the generator. A 500 gallon above ground tank (#3 below) was added at facility location in 1997 and is used as a used oil collection location for various FAA operations and maintenance activities occurring in the general area of the ASR facility.

List of Storage Tanks and Volumes

Tank No.	Volume (gal.)	Contents
1	1000 AST convault	diesel fuel
2	50 gallon AST (day tank)	diesel fuel
3	500 AST	used oil
Total Storage:		1550 gallons

Figure 1 - Layout of FAA Facility
Facility Name: FAA's ASR Facility, NAS International Airport (IAD)



POTENTIAL SPILL VOLUMES AND RATES - 40 CFR 112.7(b)

Above Ground Storage Tanks			
Type of Major Failure	Max. Possible Quantity Released	Direction of Flow (relative to storm drainage ditch)	Rate of Flow
Complete failure of a full tank	1,000 gallons (largest tank size)	east to storm drainage ditch which flows to Carol Creek	Instantaneous
Partial failure of a full tank	1 to 1,000 gallons	east to storm drainage ditch which flows to Carol Creek	Gradual to instantaneous
Tank overflow	1 to many gallons	east to storm drainage ditch which flows to Carol Creek	___ gallons per minute
Pipe failure	Up to 1000 gallons	east to storm drainage ditch which flows to Carol Creek	Up to 1 gallon per minute
Leaking pipe or valve packing	Several ounces to several gallons	east to storm drainage ditch which flows to Carol Creek	Gradual to instantaneous
Drain plug removed from rupture basin of day tank and tank fails or leaks	Up to 50 gallons	onto concrete floor of building; then onto asphalt and then east to storm drainage ditch which flows to Carol Creek	Gradual to instantaneous

Note: The potential spill volumes and rates above are relative to “what could potentially be discharged as a result of each major type of equipment failure, such as tank overflow” (complete or partial), or leakage (from piping, valves, missing drain plugs, etc.).

CONTAINMENT AND DIVERSIONARY STRUCTURES- 40 CFR 112.7(c)(1)

- I. Tank #1 is a double-walled, Convault tank with interstitial monitoring. The tank is located adjacent and exterior to the generator room portion of the building.
- II. Tank #2 is a single-walled day tank with a 110% capacity rupture basin. The rupture basin has a screw-type drain plug which is kept screwed in at all times. The tank is located in the generator room portion of the building which has a concrete floor. There are no floor drains in the building.
- III. Tank # 3 is a double-walled tank. The tank is located on a concrete slab within the fenced area.
- IV. Small amounts of sorbent materials are provided in an emergency spill equipment locker in the building.
- V. Booms or other barriers are available for the local cleanup contractor.

Notes:

1. *FAA facilities should identify all integral secondary containment (i.e., the use of double-walled tanks and/or the use of rupture basins as most FAA facilities do not have the “typical” secondary containment EPA inspectors are used to seeing around ASTs, such as dikes, berms, retaining walls, curbing, spill diversion ponds, etc.*
2. *This is also the section of the SPCC Plan where the facility should identify the presence and location of any sorbent materials for readily mitigating any releases and preventing the release from reaching a body of water.*

DEMONSTRATION OF PRACTICABILITY - 40 CFR 112.7(d)

[This section is recommended but not required; however, the section is a catch-2--should a facility have a spill and the facility's SPCC plan does not include this section. It may be ruled that a reasonable person would have developed a spill response plan if a facility's spill containment is unpracticable.]

Facility management has determined that the use of the tanks with integral secondary containment and the readily available equipment to prevent discharge oil from reaching navigable waters is practical and effective at this facility.

Note: It is recommended by AEE-200 that if one can state that facility containment measures are practical, then one should do so. As such, only use the above sentence if the sentence is true for the specific facility one is doing a SPCC plan for. If one does use the statement, a spill contingency plan is not required. If one can not or does not use the statement (or a similar statement), AEE-200 recommends that the facility develop a spill response plan. Contact AEE-200 should you need guidance on the development of spill response plans.

FACILITY DRAINAGE - 40 CFR 112.7(e)(1)

Not applicable as the facility has no exterior water or wastewater drainage systems, nor any diked areas.

Note: Only use the above sentence if the sentence is true for the specific facility one is doing a SPCC plan for.

BULK STORAGE TANKS - 40 CFR 112.7(e)(2)

- I. Each of the ASTs is of UL-142(??) construction and is compatible with the oils they contain and the conditions of storage.
- II. All of the ASTs' doubled-walled provide secondary containment with a volume greater than 110 percent.
- III. All the three FSTs, only the day tank is located inside a building. There are no floor drains in the building.
- IV. All three ASTs are periodically integrity testing using visual inspections. Visual inspections are performed according to the procedure located in Appendix 1 of this SPCC Plan and includes inspections of tank supports and foundations.
- V. There are no internal heating coils in the ASTs at this facility.
- VI. Each AST is equipped with a direct-reading level gauge. The 1000 gallon AST convault has high liquid level alarm with an audible signal. Vent capacities of all tanks are suitable for the fill and withdrawal rates.
- VII. The facility is located in a location where it is not subject to periodic flooding.

Notes:

- 1. One needs to insure that all the above statements are true for the specific facility before using them.*
- 2. If a day tank and/or other tanks are located inside a building that has floor drains (be it a drain to a sewage or storm system), it is highly recommended that the drains be plugged with concrete. Then one can use statement #3 above. If closing up all the drains is not possible, then a discussion needs to be included here about the drainage systems or systems that could potentially receive a discharge—such as where it goes, etc.*
- 3. Relative to statement #4 above, FAA Order 1050.15A, Chapter 8, Paragraph 92 requires ASTs to be tested every ten years. This would be a minimum as good management practices would dictate more frequently, not counting if one indicated one would inspect as a means to prevent reoccurrence of spills.*

TRANSFER OPERATIONS and PROCESSES - 40 CFR 112.7(e)(3)

TANK TRUCK LOADING / UNLOADING - 40 CFR 112.7(e)(4)

- I. All fuel transfers are attended and are never left unattended. All transfers of product to (and from) a tank are visually tracked by an FAA employee, or designate, to observe any spillage.
- II. All aboveground pipelines and valves are examined routinely to assess their condition.
- III. All fuel truck loading and unloading procedures meet the minimum requirements of the US DOT Hazardous Materials Regulations.

Notes:

1. One needs to insure that all the above statements are true for the specific facility before using them.
2. For the FAA facilities that have their own fuel trucks which are used to distribute fuel to other FAA facilities or locations (e.g., some FAA facilities in ASW), the above section should be separated into two completely separate sections of the SPCC Plan and the "Tank Truck Loading and Unloading" section should discuss the presence of such items as curbing or containment in the area of the loading and unloading operations, and warning signs and chock blocks to prevent premature vehicular departure. It should also be noted that the lower most drain and all outlet on the tank truck(s) are inspected prior to filling and departure.
3. Statement number #1 above includes the requirement in FAA Order 1050.15A, Paragraph 70.b. which states: "All additions of product to the tank shall be visually tracked by an FAA employee, or designate, to observe any spillage." In addition, Chapter 8, paragraph 86.b. states: "...An owner/operator of a facility shall ensure that the transfer operation is monitored constantly to prevent overfilling and spill "

INSPECTION AND RECORDS - 40 CFR 112.7(e)(8)

- I. Records of the periodic inspections noted throughout the SPCC plan are kept for five years. The form in Appendix 1 of the plan is used to record the periodic inspections.
- II. In order to prevent reoccurrence of spills similar to the one that occurred in February 1995, all level indicators and tank alarms are regularly checked/tested on a routine basis to ensure proper operation.

Notes:

1. Be aware that FAA Order 1050.15A, Paragraph 88 requires that all inspections, testing results, and release monitoring records be maintained either at the facility or the nearest AF office for at least 5 years
2. Statement #2 above is included as these procedures were in noted as the "Plan for Preventing Recurrence" portion of the Past Spill History Section of the SPCC Plan.

SECURITY - 40 CFR 112.7(e)(9)

- I. The facility is surrounded by a steel security fencing and the entrance gates are locked when the facility is unattended.

- II. Area lighting is present and located in such a position as to illuminate the area of the ASTs. Consideration was given to discovering spills at night and discouraging pilferage and possible sabotage.
- III. The 2 ASTs located exterior to the building have locking caps on their fill pipes.

Note:

- 1. Statements number #1 and #2 above address the requirements in FAA Order 1050.15A, Paragraph 80.c.*
- 2. Statement number #3 above includes the requirement in FAA Order 1050.15A, Paragraph 87.*

PERSONNEL, TRAINING, AND SPILL PREVENTION PROCEDURES - 40 CFR 112.7(e)(10)

- I. Airway facilities operations maintenance personnel are instructed periodically by management in the operation and maintenance of oil pollution prevention equipment and in the basics of the facility's SPCC Plan.
- II. The SMO SECM has been designated by management as responsible for oil spill prevention.
- III. Instructions and phone numbers regarding the reporting of a spill to the National Response Center and appropriate state and local entities are listed below and have been publicized and posted in the building at the facility.

a. Notification are to be made in the following order:

911 (for a major fire, explosion or other similar type situation)
and/or

SMO SECM, Steve Doe (for all emergencies and any releases of
product)

National Response Center (NRC), 1-800 -424-8802

(for all releases covered under 40 CFR 110, such as cause a sheen upon or discoloration of the surface of the water or adjoining shorelines, etc. In addition, all releases of hazardous substances over CERCLA RQs must also be reported to the NRC.)

Virginia State Department of Environmental Quality, 1-800-468-8892

or

804- 674-2400

b. Area Cleanup Contractors

Jones Cleanup Contractors, Fernville, VA
703-410-1100

Smith Cleanup & Removal Inc., Nearby, VA
703-666-6000

c. Supplies and Equipment

Note: Statement #2 above is included as designation of a person or persons by management is included in FAA Order 1050.15A, Paragraph 83.h.

Certification of Applicability of an EPA Facility Response Plan (FRP) - 40 CFR 112.20(e)

[Also known as the "Certification of Substantial Harm Determination Form"]

**If there is a "yes" answer to one or more of the five questions below,
then an EPA FRP Plan is required.**

Facility Name ASR Facility, NAS International Airport (IAD)

Facility Address NAS International Airport, Herndon, VA

1. Does the facility transfer oil over water to or from vessels and does the facility have a total oil storage capacity greater than or equal to 42,000 gallons? Yes _____ No ✓
2. Does the facility have a total oil storage capacity greater than or equal to 1 million gallons and does the facility lack secondary containment that is sufficiently large to contain the capacity of the largest aboveground oil storage tank plus sufficient freeboard to allow for precipitation within any aboveground oil storage tank area? Yes _____ No ✓
3. Does the facility have a total oil storage capacity greater than or equal to 1 million gallons and is the facility located at a distance (as calculated using the appropriate formula in 40 CFR 112 or a comparable formula) such that a discharge from the facility could cause injury to fish and wildlife and sensitive environments? Yes _____ No ✓
4. Does the facility have a total oil storage capacity greater than or equal to 1 million gallons and is the facility located at a distance (as calculated using the appropriate formula in 40 CFR 112 or a comparable formula) such that a discharge from the facility would shut down a public drinking water intake? Yes _____ No ✓
5. Does the facility have a total oil storage capacity greater than or equal to 1 million gallons and has the facility experienced a reportable oil spill in an amount greater than or equal to 10,000 gallons within the last 5 years? Yes _____ No ✓

CERTIFICATION

I certify under penalty of law that I personally examined and am familiar with the information submitted in this document, and that based on my inquiry of those individuals responsible for obtaining this information, I believe that the submitted information is true, accurate, and complete.

Signature Steve Doe

Date March 3, 1995

Name (type or print) Steve Doe

Title SPCC Coordinator and SMO SECM

Sample FAA ASR Facility SPCC Plan - Appendix 1

Facility Name & Location: ASR Facility, NAS International Airport (IAN)

Facility Inspection Checklist

Instructions: This inspection record is for the periodic inspections which are conducted at the facility. Place an X in the appropriate box for each item. If any responses requires elaboration, do so in the Descriptions and Comments space provided. Further descriptions or comments should be attached on a separate sheet of paper is necessary.

	<u>YES</u>	<u>NO</u>	<u>DESCRIPTIONS/COMMENTS</u>
Tank surfaces show signs of leakage	_____	<u>X</u>	_____
Ground or floor around tank(s) show signs of staining	_____	<u>X</u>	_____
Tank(s) show signs of damage, rust or deterioration	_____	<u>X</u>	_____
Bolts, rivets or seams show signs of damage, rust or deterioration	_____	<u>X</u>	_____
Tank supports are deteriorated or buckled	_____	<u>X</u>	_____
Level gauges or alarms are inoperative	_____	<u>X</u>	_____
Vents are obstructed	_____	<u>X</u>	_____
Valve seals or gaskets are leaking	_____	<u>X</u>	_____
Pipelines show signs of leakage	_____	<u>X</u>	_____
Pipelines or supports are damaged or deteriorated	_____	<u>X</u>	_____
Fencing, gate or lighting in non-functional	_____	<u>X</u>	_____

Remarks: _____

Signature: **Steve Doe**
7/7/97

Date: _____

4.0 Sample Generic SPCC Plan

This section provides a sample generic SPCC plan. This generic SPCC plan contains the essence of EPA Region III's July 1997 Sample SPCC Plan and incorporates the elements described in section 2.0 of this guidance.

SAMPLE GENERIC SPPC PLAN

**Federal Aviation Administration
Spill Prevention, Control, and Countermeasure (SPCC) Plan**

Facility:

Physical Location:

Facility Contact and Phone Number:

CERTIFICATION: I hereby certify that I have examined the facility, and, being familiar with the provisions of 40 CFR Part 112, attest that this SPCC Plan has been prepared in accordance with good engineering practices.

REGISTERED PROFESSIONAL
ENGINEER:

SIGNATURE:
REGISTRATION NUMBER:

STATE:

DATE:

Engineer's Seal:

SPCC PLAN REVIEW - 40 CFR 112.5(b)

A review and evaluation of the SPCC plan is completed at least once every three years. All substantive amendments to the plan are certified by a registered professional engineer in accordance with §112.3(d). Evidence of these reviews and applicable certifications is recorded in the table below. [Note: Administrative modifications are made, as appropriate, to ensure the accuracy of plan information in response to modifications in the assignment of personnel or contact information (e.g., telephone numbers).]

Date	Reason for Review	SPCC Coordinator's Name and Initials	Professional Engineer Name and Initials

MANAGEMENT APPROVAL - 40 CFR 112.7

This SPCC plan is fully approved by the management of the FAA, which will provide all the necessary funds and man-power to fully implement the plan as it is described in this document.

Name

Date

PAST SPILL HISTORY - 40 CFR 112.7(a)

Written Description of Spill	Corrective Actions Taken	Plan for Preventing Recurrence

FACILITY INFORMATION

Facility Name _____

Manned or Unmanned Facility _____

Telephone Number (if Manned Facility) _____

Physical Address and Directions

The facility is located

Latitude & Longitude _____

Street Address _____

Owner/Operator Name U.S. Federal Aviation Administration

Key Contact Name & Title _____

Key Contact's Telephone Number _____

Facility Description

List of Storage Tanks and Volumes

Tank No.	Volume (gal.)	Contents
Total Storage:		gallons

Figure 1 - Layout of FAA Facility

Facility Name: _____

POTENTIAL SPILL VOLUMES AND RATES - 40 CFR 112.7(b)

Above Ground Storage Tanks			
Type of Major Failure	Possible Quantity Released	Direction of Flow (relative to storm drainage ditch)	Rate of Flow
Complete failure of a full tank	_____ gallons		Instantaneous
Partial failure of a full tank	1 to _____ gallons		Gradual to instantaneous
Tank overfill	1 to many gallons		___ gallons per minute
Pipe failure	Up to _____ gallons		Up to ___ gallon per minute
Leaking pipe or valve packing	Several ounces to several gallons		Gradual to instantaneous
Drain plug removed from rupture basin of day tank and tank fails or leaks	Up to ___ gallons		Gradual to instantaneous
Underground Storage Tanks			
Type of Major Failure	Possible Quantity Released	Direction of Flow (relative to storm drainage ditch)	Rate of Flow

**CONTAINMENT AND DIVERSIONARY STRUCTURES- 40 CFR
112.7(c)(1)**

I.

II.

III.

IV.

V. Booms or other barriers are available for the local cleanup contractor.

DEMONSTRATION OF PRACTICABILITY - 40 CFR 112.7(d)

FACILITY DRAINAGE - 40 CFR 112.7(e)(1)

BULK STORAGE TANKS - 40 CFR 112.7(e)(2)

- I. Each of the ASTs is of UL-142(??) construction and is compatible with the oils they contain and the conditions of storage.
- II.
- III.
- IV.
- V.
- VI.
- VII.

TRANSFER OPERATIONS and PROCESSES - 40 CFR 112.7(e)(3) **TANK TRUCK LOADING / UNLOADING - 40 CFR 112.7(e)(4)**

- I. All fuel transfers are attended and are never left unattended. All transfers of product to and from a tank are visually tracked by an FAA employee, or designate, to observe any spillage.
- II. All fuel truck loading and unloading procedures meet the minimum requirements of the US DOT Hazardous Materials Regulations.
- III.

INSPECTION AND RECORDS - 40 CFR 112.7(e)(8)

I.

II.

SECURITY - 40 CFR 112.7(e)(9)

I. The facility is surrounded by a steel security fencing and the entrance gates are locked when the facility is unattended.

II. Area lighting is present and located in such a position as to illuminate the area of the ASTs. Consideration was given to discovering spills at night and discouraging pilferage and possible sabotage.

III.

PERSONNEL, TRAINING, AND SPILL PREVENTION PROCEDURES - 40 CFR 112.7(e)(10)

I. Airway facilities operations maintenance personnel are instructed periodically by management in the operation and maintenance of oil pollution prevention equipment and in the basics of the facility's SPCC Plan.

II. _____ has been designated by management as responsible for oil spill prevention.

III. Instructions and phone numbers regarding the reporting of a spill to the National Response Center and appropriate state and local entities are listed below and have been publicized and posted in the building at the facility.

a. Notification are to be made in the following order:

911 (for a major fire, explosion or other similar type situation)

and/or

_____ (for all emergencies and any releases of product)

National Response Center (NRC), 1-800 -424-8802

(for all releases covered under 40 CFR 110, such as cause a sheen upon or discoloration of the surface of the water or adjoining shorelines, etc. In addition, all releases of hazardous substances over CERCLA RQs must also be reported to the NRC.)

b. Area Cleanup Contractors

c. Supplies and Equipment

Certification of Applicability of an EPA Facility Response Plan (FRP) - 40 CFR 112.20(e)

[Also known as the "Certification of Substantial Harm Determination Form"]

**If there is a "yes" answer to one or more of the five questions below,
then an EPA FRP Plan is required.**

Facility Name _____

Facility Address _____

1. Does the facility transfer oil over water to or from vessels and does the facility have a total oil storage capacity greater than or equal to 42,000 gallons? **Yes** _____ **No** _____
2. Does the facility have a total oil storage capacity greater than or equal to 1 million gallons and does the facility lack secondary containment that is sufficiently large to contain the capacity of the largest aboveground oil storage tank plus sufficient freeboard to allow for precipitation within any aboveground oil storage tank area? **Yes** _____ **No** _____
3. Does the facility have a total oil storage capacity greater than or equal to 1 million gallons and is the facility located at a distance (as calculated using the appropriate formula in 40 CFR 112 or a comparable formula) such that a discharge from the facility could cause injury to fish and wildlife and sensitive environments? **Yes** _____ **No** _____
4. Does the facility have a total oil storage capacity greater than or equal to 1 million gallons and is the facility located at a distance (as calculated using the appropriate formula in 40 CFR 112 or a comparable formula) such that a discharge from the facility would shut down a public drinking water intake? **Yes** _____ **No** _____
5. Does the facility have a total oil storage capacity greater than or equal to 1 million gallons and has the facility experienced a reportable oil spill in an amount greater than or equal to 10,000 gallons within the last 5 years? **Yes** _____ **No** _____

CERTIFICATION

I certify under penalty of law that I personally examined and am familiar with the information submitted in this document, and that based on my inquiry of those individuals responsible for obtaining this information, I believe that the submitted information is true, accurate, and complete.

Signature _____ Date _____

Name (type or print) _____

Title _____

Generic SPCC Plan - Appendix 1

Facility Name & Location:

Facility Inspection Checklist

Instructions: This inspection record is for the periodic inspections which are conducted at the facility. Place an X in the appropriate box for each item. If any responses requires elaboration, do so in the Descriptions and Comments space provided. Further descriptions or comments should be attached on a separate sheet of paper is necessary.

	<u>YES</u>	<u>NO</u>	<u>DESCRIPTIONS/COMMENTS</u>
Tank surfaces show signs of leakage	_____	_____	_____
Ground or floor around tank(s) show signs of staining	_____	_____	_____
Tank(s) show signs of damage, rust or deterioration	_____	_____	_____
Bolts, rivets or seams show signs of damage, rust or deterioration	_____	_____	_____
Tank supports are deteriorated or buckled	_____	_____	_____
Level gauges or alarms are inoperative	_____	_____	_____
Vents are obstructed	_____	_____	_____
Valve seals or gaskets are leaking	_____	_____	_____
Pipelines show signs of leakage	_____	_____	_____
Pipelines or supports are damaged or deteriorated	_____	_____	_____
Buried pipelines are exposed	_____	_____	_____
Fencing, gate or lighting in non-functional	_____	_____	_____
Remarks:	_____		

Signature: _____ Date: _____

Appendix A

FAA Order 1050.15A, *Fuel Storage Tanks at FAA Facilities*

Chapter 7, Spill Prevention, Release Response, and Cleanup, Paragraphs 70 - 74 and Chapter 8, Aboveground Storage Tanks, Paragraphs 82 - 92 and the applicable part of Paragraph 93

Chapter 7, Spill Prevention, Release Response, and Cleanup Paragraphs 70 - 74

70. SPILL PREVENTION/OVERFLOW PROTECTION

a. All UST systems installed after December 22, 1988, shall use spill prevention equipment (e.g., spill catchment basin) that will prevent product release to the environment when the transfer hose is detached from the fill pipe. Overflows shall be minimized by ensuring that the volume available in the UST system is greater than the volume of product to be transferred. The transfer operation shall be monitored at all times to prevent overflow and spillage. UST systems shall also use overfill prevention equipment that will either (1) automatically shut off flow when the system is 95 percent full or (2) alert the operator by restricting the flow or triggering a high-level alarm when the system is 90 percent full. UST systems installed before December 22, 1988, that do not meet new tank system requirements, and all other existing regulated FST's, shall employ spill prevention/overfill prevention equipment no later than December 22, 1998.

b. All additions of product to the tank shall be visually tracked by an FAA employee, or designate, to observe any spillage. An overflow situation may be considered an unauthorized or accidental release and may be a reportable incident under Federal, state, and/or local regulation. All reasonable steps and precautions to prevent this occurrence shall be taken.

c. All facilities with UST's and AST's shall require an onsite emergency spill containment kit capable of containing at least 25 gallons of spilled product. A spill containment kit is not required to be kept onsite if one is accessible during product delivery and bulk removals of product from the tank (such as during tank maintenance).

71. **MINOR CLEANUP PROCEDURES**. In the event of an accidental spill of less than 25 gallons of fuel product or less than the CERCLA reportable quantity of a hazardous substance (e.g., less than 5,000 pounds of ethylene glycol/anti-freeze), containment procedures shall commence immediately. Actions include stemming the source of the spill (if possible), containing the extent of spill dispersion, collection of fluid with absorbent material, and removal of visibly contaminated material. All contaminated material shall be disposed of in accordance with Federal, state, and local regulations. Refer to API Bulletin 1628, Underground Spill Cleanup Manual, for supplemental information. If minor cleanups cannot be accomplished within 24 hours, the implementing agency shall be notified immediately.

72. **MAJOR CLEANUP PROCEDURES**. A major cleanup procedure or a major spill is classified as one which is greater than 25 gallons (reportable quantity) of spilled fuel product, any amount of spilled petroleum which causes a sheen on a navigable waterway, or greater than the CERCLA reportable quantity of a hazardous substance (e.g., greater than 5,000 pounds of ethylene glycol/anti-freeze). All releases or suspected releases/leaks shall be reported to the implementing agency immediately but no later than within 24 hours. If any questions exist as to whether a spill or release/leak occurred, a site investigation shall be conducted within 7 days to confirm the

release, followed by a report to the implementing agency. The site investigation shall be conducted in accordance with 40 CFR 280.50-67. When a fluid loss has been determined through the presence of fuel in a monitoring well, irreconcilable differences in inventory, or the presence of fuel in surrounding soil, the following procedures shall be followed:

a. Spill/Leak Containment. Once a leak, spill, or overfill has been identified, containment procedures shall commence immediately and not later than 24 hours after a release is confirmed. Actions include stemming the source of the leak, containing the extent of the spill or leak dispersion, removing the remaining fluid from the tank, removing the visibly contaminated soil, or implementing any other viable method to prevent further contamination or release into the environment. Fire, explosion, and vapor hazards shall also be identified and mitigated.

b. Reporting requirements. Site personnel shall immediately report any leaks/spills to the FAA regional or center coordinator responsible for managing FST's. In addition, all releases or suspected releases shall be reported to the implementing agency immediately but no later than within 24 hours. Any state and local reporting requirements must also be met.

c. Site Investigation. All treatment and disposal of soils shall be conducted in compliance with state and local requirements. Investigations to determine the presence of free product shall be conducted to initiate any abatement measures. Within 20 days of release confirmation, a report shall be submitted to the implementing agency summarizing initial abatement steps taken. A site investigation including soil sampling (and groundwater sample if required by the implementing agency) shall be undertaken to characterize the vertical and lateral extent of the spill/leak. The results of the site investigation shall be submitted to the implementing agency in accordance with any schedules established by the implementing agency.

(1) The site investigation shall be performed by a qualified professional geologist, engineer, or hydrologist regularly engaged in this practice.

(2) Coordination with EPA and state authorities shall provide the necessary information to determine the scope of testing required. The information may include, but not be limited to, the following:

(a) Data on the nature and estimated quantity of the release.

(b) Data from surface and subsurface soil sampling and analyses.

(c) Data from groundwater and/or surface water sampling and analyses; and/or

(d) data from available sources and/or the site investigation concerning surrounding populations, water quality and use, well locations, subsurface soil conditions, climate conditions, and land usage.

(3) Whenever free product has been identified at the site, measures shall be taken to remove the contaminant to the maximum extent practicable as determined by the implementing agency. Removal shall be conducted in a manner that minimizes the spread of contamination into previously uncontaminated zones. Within 45 days after confirming a release, a free product removal report shall be submitted to the implementing agency and shall provide at least the following:

(a) Name of the person(s) responsible for implementing free product removal measures.

(b) The estimated quantity, type, and thickness of free product observed or measured in wells, boreholes, and excavations.

- (c) The type of free product recovery system.
- (d) Location of onsite or off-site discharge during recovery operation.
- (e) The type of treatment applied to, and the effluent quality expected from, any discharge.
- (f) The steps that have been or are being taken to obtain necessary permits for any discharge.
- (g) The disposition of the recovered free product.

(4) All soil and groundwater samples shall be analyzed at a state-approved laboratory. Alternatively, laboratories participating under the EPA Contract Laboratory Program (CLP) may be used. Hydrocarbon action levels shall be determined by each individual state, and it shall be ensured that these levels are met.

(5) The results of the site investigation shall provide guidance for development of a corrective action plan. This report shall include all results of testing and the proposed cleanup methods and procedures which will ensure state and local compliance. The most current version of Order 1050.1, Policies and Procedures for Considering Environmental Impacts, shall be consulted to determine whether the proposed action is categorically excluded or requires preparation of an environmental assessment or environmental impact statement in accordance with the National Environmental Policy Act (NEPA) of 1969. The Office of the Chief Counsel or regional or center counsel is available to assist with this determination.

(6) The corrective action plan shall be submitted to the appropriate state or local authority for review and consent before any cleanup can begin. However, to ensure the minimization of environmental contamination and the promotion of an effective cleanup, measures may be taken to cleanup soil and groundwater before the corrective action plan is approved provided that the following conditions are met:

- (a) The implementing agency has been notified of the intention to begin cleanup.
- (b) Compliance with any conditions required by the implementing agency has been met.
- (c) Self-initiated cleanup measures have been incorporated into the corrective action plan to be submitted to the implementing agency.

73. CORRECTIVE ACTION PLAN. Soil and groundwater cleanup shall be performed in accordance with the EPA or state-approved corrective action plan. American Petroleum Institute Publication 1628, A Guide to the Assessment and Remediation of Underground Petroleum Releases, may be used as additional guidance. Record of spill, corrective action plan, and state release from further cleanup shall be kept on file permanently at the appropriate facility or sector and regional or center office.

74. CONTAMINATED SOIL DISPOSAL. All contaminated soil and soil removed as part of a release/spill cleanup shall be treated or disposed of in accordance with the prevailing implementing agency requirements and approved corrective action plan. Depending upon the implementing agency's determination, cleanup measures may consist of recycling, incineration, bio-remediation, vapor extraction, landfarming, and other appropriate methods or combination of approved methods. The implementing agency shall be consulted prior to using a treatment or disposal method. Disposal in an EPA --approved hazardous waste landfill shall be considered as a last resort.

|

**Chapter 8, Aboveground Storage Tanks, Paragraphs 82 - 92
and the applicable part of Paragraph 93**

82. MINIMUM SPCC REQUIREMENTS FOR AST's A site specific SPCC plan shall be prepared within 6 months after a facility begins operations and shall be fully implemented as soon as possible, but not later than 1 year after operation. All SPCC plans shall be reviewed and certified by a registered professional engineer. The engineer shall examine the facility and attest that the SPCC plan has been prepared in accordance with good engineering practices. The SPCC plan shall be approved by management at a level which has the authority to commit the necessary resources. The certification of an SPCC plan shall in no way relieve the facility of fully implementing the plan. All state and local regulations pertaining to AST's shall supersede the provisions established in this order.

83. SPCC PLAN PREPARATION AND GENERAL REQUIREMENTS Each site-specific SPCC plan shall be maintained and kept on site if practicable or if the facility is attended at least 8 hours per day; otherwise the SPCC plan shall be maintained at the nearest Airway Facility Sector Field Office or equivalent facility type. The guidance established in this order should not be used as the sole source for developing site-specific SPCC plans. The ultimate standard for developing the plan is the SPCC regulation, 40 CFR Part 112. The site-specific SPCC plan shall include, but shall not be limited to, the following elements:

- a. Facility owner, type, and location.
- b. Certification of the plan by a registered professional engineer and approved by facility management.
- c. Oil spill history.
- d. Description of physical plant with diagram. The diagram should show the location of all AST and UST locations, the piping above ground, and where known, the underground piping.
- e. AST and UST unit-by-unit capacity, type and quantity of oil stored, and estimates of quantity of oils that could be potentially discharged.
- f. Spill prevention measures, including procedures for routine handling of oil products (e.g., fuel transfer procedures).
- g. Spill controls or appropriate containment in accordance with 40 CFR Section 112.c.
- h. Person(s) designated by management as responsible for oil spill prevention.
- i. Spill countermeasures for spill discovery, response, and cleanup (e.g., facility and contractor capability).
- j. Discussion of the facility's conformance with the guidelines established for the preparation and implementation of SPCC plans as found in 40 CFR Section 112.7 (the main points are highlighted in this order). If an alternative secondary containment system is used (i.e., vaulted tanks or double walled tanks), a discussion shall be included in the plan as to why the facility is considered to be in conformance with Section 112.7c of the SPCC regulation (see appendix 7). However, it is important to note that AST's and the SPCC plan shall conform to more stringent state and local

regulations. These implementing agencies shall be consulted prior to SPCC plan preparation, especially if an equivalent to Section 112.7c secondary containment system is considered.

k. Prediction of the direction, rate of flow, and total quantity of oil that could be discharged from the facility as a result of each major type of failure.

l. Description of facility/operations security and plans for ongoing coordination with the Security Servicing Element (SSE).

m. Emergency procedures, organized in a manner to make them readily usable in an emergency situation.

n. Description of site-specific SPCC briefings and training.

o. Incident reporting steps, including those required by FAA policy memorandum dated February 21, 1995, from the Associate Administrators for Air Traffic Services and Civil Aviation Security, Subject: Collection and Reporting of Incident Data.

84. PERIODIC SPCC PLAN REVIEW AND AMENDMENT. The site-specific SPCC plan must be reviewed at least every 3 years. The plan must be amended when changes to the facility design, construction, operation, or maintenance affect the facility's potential to discharge into navigable waters. Facility managers are ultimately responsible for evaluating SPCC plans and ensuring that they are up to date. This amendment must be implemented as soon as possible, but not later than 6 months after the change. Amendments must be certified by a registered professional engineer in accordance with Section 112.3 d. Facilities that have experienced a spill in harmful quantities or more than 1,000 gallons of oil into or upon navigable waters of the United States or adjoining shorelines in a single spill event or two spill events within a 12-month period, shall submit the site-specific SPCC plan and other documentation, as listed in Section 112.4 a, to the state water pollution control agency and the EPA Regional Administrator within 60 days. At that time the EPA Regional Administrator may require amendments to the plan if it does not meet the requirements of 40 CFR Part 112 or it is necessary to prevent and contain discharges of oil from the facility.

85. AST SECONDARY CONTAINMENT. In accordance with Section 112.7c, the secondary containment system shall be impervious to oil for 72 hours and shall be constructed so that any discharge from a primary containment system, such as a tank or pipe, will not permeate, drain, infiltrate, or otherwise escape to surface waters before cleanup occurs. One or more of the following (state or local approved) secondary containment or equivalent shall be used as a minimum:

- a. Dikes, berms, or retaining walls.
- b. Curbing.
- c. Culvert, gutters, or other drainage systems.
- d. Weirs, booms, or other barriers.
- e. Spill diversion ponds.
- f. Absorbent materials.

g. Vaulted or double walled tank system (possible alternative secondary containment system; see paragraphs 83j and 86 and consult implementing agencies).

86. ALTERNATIVE AST SECONDARY CONTAINMENT. It is suggested that:

a. Smaller shop-fabricated AST systems, as indicated by EPA memorandum, dated April 29, 1992 (see appendix 7), may be used as an alternative secondary containment to the options listed in Section 112.7c (see paragraph 85). In the EPA memorandum, the Assistant Administrator of the Office of Solid Waste and Emergency Response addressed this issue and indicated:

We believe that for smaller shop-fabricated AST's some alternative AST systems that include adequate technical spill and leak prevention options such as overfill alarms, flow shutoff or restrictor devices, and constant monitoring of product transfers generally would allow owners and operators of facilities to provide protection of navigable waters substantially equivalent to that provided by secondary containment as defined in 40 CFR Section 112.7c. For example, small double walled AST's, when used with equipment and procedures described in this guidance, generally would provide substantially equivalent protection of navigable waters under Section 112.7c of the SPCC regulation when the inner tank is an Underwriter's Laboratory-listed steel tank, the outer wall is constructed in accordance with nationally accepted industry standards (e.g., those codified by the American Petroleum Institute, the Steel Tank Institute, and the American Concrete Institute), the tank has overfill prevention measures that include an overfill alarm and an automatic flow restrictor or flow shut-off, and all product transfers are constantly monitored.

b. State and local implementing agencies shall be consulted prior to SPCC plan preparation. EPA requirements shall be implemented at a minimum as well as state or local requirements. An owner/operator of a facility shall ensure that the transfer operation is monitored constantly to prevent overfilling and spilling, consistent with Section 280.30a. The overfill alarm and automatic flow restrictor or flow shut-off device shall be consistent with the performance standards for those devices described in Section 280.20c of the EPA Underground Storage Tank regulation, 40 CFR Part 280. Specifically, the overfill prevention equipment shall:

(1) Automatically shut off flow into the tank when the tank is no more than 95 percent full; or

(2) alert the transfer operator when the tank is no more than 90 percent full by restricting the flow into the tank or triggering a high-level alarm; or

(3) restrict flow 3~ minutes prior to overfilling, alert the operator with a high-level alarm 1 minute before overfilling, or automatically shut off flow into the tank so that none of the fittings located on the top of the tank are exposed to product due to overfilling.

87. AST DESIGN CHARACTERISTICS. With the approval of state and local implementing agencies, it shall be an FAA policy to install AST systems of vaulted or double-walled design type only, unless an alternative system is otherwise approved by the ANS FST Program Manager. These design types can be inspected regularly and monitored more effectively. These tanks shall provide for secondary containment of the piping, interstitial monitoring of the tank and piping system, automatic tank gauging, and automatic line leak detection (see paragraph 45). New fill pipes shall include locking caps consistent with the specifications in Order 1600.6C, Physical Security Management Program. The AST shall have an overfill alarm system, a spill catchment basin (regardless of tank size), and a spill containment kit capable of containing at least 25 gallons of spilled product. Note: A spill containment kit is not required to be kept onsite if one is accessible during product delivery and

bulk removals of product from the tank (such as during tank maintenance). In addition, the AST design shall be capable of integrity testing (i.e., hydrostatic testing, visual inspection, or a system of nondestructive shell thickness testing). The AST tank system design shall be expandable for the purpose of remote maintenance monitoring. Release monitoring shall be inspected, tested, and recorded in accordance with the site-specific SPCC plan.

88. AST RECORDKEEPING. Inspections, all testing results, and release monitoring records shall be maintained at the facility or nearest Airway Facility Sector Field Office for at least 5 years. All FST installations (new installations and replacements) and removed FST's shall be reported to the Real Estate & Utilities Branch on the FAA Form 4800-1, Report of Excess Property and shall be completed for inclusion in the Real Property Records. This process should be coordinated through the Real Property Manager and Real Property Custodian. Additional guidance on these procedures should be obtained from Order 4660.8, Real Property Management and Disposal.

89. AST PRODUCT RELEASE REPORTING REQUIREMENTS. The National Response Center shall be notified at 800-424-8802 when a discharge occurs into or upon navigable waters and the discharge either (a) violates applicable water quality standards or (b) causes a film or sheen upon or discoloration of the surface of the water or adjoining shorelines or causes a sludge or emulsion to be deposited beneath the surface of the water or upon adjoining shorelines. All releases, spills, and overfills shall require implementation of the site-specific SPCC plan and appropriate cleanup procedures as discussed in Chapter 7, Spill Prevention, Release Response, and Cleanup.

90. AST TRAINING AND SPILL PREVENTION. Training exercises in accordance with the site-specific SPCC plan shall be conducted annually in the operation and maintenance of equipment to prevent discharges of oil. The facility manager shall ensure that spill prevention briefings are conducted for operating personnel annually to ensure adequate understanding of the SPCC plan for the facility. These briefings shall highlight and describe known spill events or failures, malfunctioning components, and recently developed precautionary measures. Spill prevention measures shall be conducted in accordance with the site-specific SPCC plan and appropriate procedures in paragraph 70.

91. INSTALLATION OF FIRE EQUIPMENT. Many local fire authorities may require AST systems to have fire protection equipment installed. Minimum requirements may consist of a few hand-held dry-powder extinguishers at convenient locations or foam spray equipment. All state and local requirements shall be met prior to operation.

92. AST INTEGRITY TESTING. AST's shall be integrity tested every 10 years using such techniques as hydrostatic testing, visual inspection, or a system of nondestructive shell thickness testing. Tank supports and foundations shall be included in these inspections.

93. FACILITY RESPONSE PLANS. The EPA has indicated that:

All facilities that are otherwise regulated under 40 CFR Part 112 that do not meet the facility response substantial harm criteria shall maintain a certification of applicability of the substantial harm criteria form (see appendix 10) and include it as part of the site-specific SPCC plan.

APPENDIX B

Environmental Protection Agency

Facility Response Plan Summary **40 CFR §112.20 and Appendix F**

EPA Facility Response Plan Summary

The Oil Pollution Act of 1990 amended Section 311 of the Clean Water Act to incorporate requirements for preparing Facility Response Plans (FRPs) for any non-transportation-related onshore facility that, because of its location, could reasonably be expected to cause substantial harm to the environment by discharging oil into or on navigable waters or adjoining shorelines. Specific criteria that trigger the need to develop a FRP are identified in 40 CFR 112.20(f)(1). FRPs developed for applicable FAA facilities must be submitted for review and approval to the appropriate EPA Regional Administrator.

The FRP is intended to provide a formalized response plan that will reduce the likelihood of substantial environmental damage from spills or releases of oil directly to waterways or from operations storing substantial quantities of oil products. The FRP required for non-transportation related facilities meeting established threshold criteria must address the following elements:

EPA FRP Scope

Specific FRP Elements	
<ul style="list-style-type: none">• Emergency Action Plan• Facility Information• Emergency Response Information• Hazard Evaluation• Discharge Scenarios (Response Planning Levels)• Discharge Detection Systems	<ul style="list-style-type: none">• Plan Implementation• Self-Inspection, Drills/Exercises, and Response Training• Diagrams• Security Systems• Response Plan Cover Sheet

Where multiple federal and state response planning requirements apply, facilities are encouraged to develop a single, integrated response plan that encompasses related components. A brief description of the requirements for each FRP element, including approaches to streamline FRP preparation, are presented below.

Emergency Response Action Plan

The FRP must contain an Emergency Response Action Plan that provides procedures and information for responding to an emergency or oil spill. The Emergency Response Action Plan should be located in the front of the FRP or provided as a stand-alone separate document to ensure ready retrieval. The plan should include: qualified individual information; emergency notification phone list; spill release notification form; response equipment list and location; response equipment testing and deployment information; facility response team identification; the evacuation plan; immediate action procedures; and a facility diagram. This information can be presented as photocopies or condensed versions of information provided in other sections of the plan.

Facility Information

The Facility Information section is designed to provide an overview of the site and describe past activities at the facility. Much of the information required in this section may be obtained from the facility's SPCC Plan, if one has been prepared. The minimum required information parameters include the facility name and location, latitude and longitude, wellhead protection area¹ information, owner or operator identification, name of the qualified individual(s) having full authority (including contracting authority), to implement removal actions; the date of oil-storage start-up; a brief description of current operations; and the date and type of any substantial expansion.

Emergency Response Information

The information provided in this section must describe what will be needed to address an actual emergency involving the discharge of oil or a combination of oil and hazardous substances. This information is used to assess the facility's ability to respond to a worst case discharge and instances where additional assistance may be needed. The Emergency Response Information section of the plan must include the following components:

Emergency Notification - provides emergency notification phone lists, spill response notification, incident description, response action, impact, caller notification, and additional information.

Response Equipment List - lists facility response equipment describing pumps, boom, communication equipment, fire fighting equipment, and additional information.

Response Equipment Testing/Deployment - identifies response equipment inspection frequency, and deployment frequency.

Personnel - contains lists identifying emergency response personnel, emergency response contractors, and the facility response team.

Evacuation Plans - provides a facility-wide evacuation plan which is displayed in a diagram.

Qualified Individual's Duties - describes the duties of the qualified individual(s).

Appendix F to 40 CFR Part 112 provides standard forms that can be used to help prepare required FRP emergency response information.

¹ A wellhead protection area is the surface and subsurface area surrounding a water well or wellfield, supplying a public water system, through which contaminants are reasonably likely to move toward and reach such water well or well field.

Hazard Evaluation

The Hazard Evaluation section of the FRP requires the facility owner or operator to examine the facility's operations and predict where potential discharges might possibly occur. Specific provisions include:

Hazard Identification - identifies tanks and surface impoundments, including information on the substance and quantity stored, tank type, year of installation/refrabrication, maximum capacity, and a record of any known failure and cause of the failure. This subsection also should identify risks from loading/unloading operations, day-to-day operations that may present a risk of discharging oil or releasing a hazardous substance, the secondary containment volume associated with each tank or transfer point at the facility, and the normal daily throughput for the facility, as well as any effect on potential discharge volumes that a change in that throughput may cause.

Vulnerability Analysis - addresses potential effects (i.e., to human health, property, or the environment) of an oil spill. An analysis must be prepared for each facility, appropriately, and must discuss the vulnerability of water intakes, schools, medical facilities, residential areas, businesses, wetlands or other sensitive environments, fish and wildlife, lakes and streams, endangered flora and fauna, recreational areas, transportation routes, utilities, and other areas of economic importance (e.g., beaches, marinas) including terrestrially sensitive environments, aquatic environments, and unique habitats.

Analysis of the Potential for an Oil Spill - analyzes the likelihood of a spill occurring at the facility. Factors to be considered in the spill potential analysis consist of oil spill history, horizontal range of a potential spill, vulnerability to natural disasters, and other relevant factors (e.g., tank age).

Facility Reportable Oil Spill History - describes the facility's reportable oil spill history.

Discharge Scenarios

The FRP also must describe the facility's potential worst case discharge, as well as potential small and medium sized spills. This section assists the multi-level planning process contained within the FRP. This section encompasses:

Small and Medium Discharges - addresses planning requirements and considerations for small and medium discharge scenarios.

Worst Case Discharge - identifies the worst case discharge volume for production and non-production facility owners or operators. Appendix D to 40 CFR Part 112 provides standard calculations to use in making worst case discharge estimates.

Discharge Detection Systems

The owner or operator must provide a detailed description of the procedures and equipment used to detect discharges. Required components of this section include:

Discharge Detection By Personnel - describes procedures and personnel that will detect any spill, uncontrolled discharge of oil, or release of hazardous substances.

Automated Discharge Detection - describes any automated spill detection equipment that the facility has in place.

Plan Implementation

In this section of the FRP, facility owners or operators must explain how the facility's emergency response plan will be executed, including a detailed description of response actions to be carried out under the plan. This section should consist of:

Response Resources for Small, Medium, and Worst Case Spills - identifies and demonstrates accessibility to the proper response personnel and equipment to respond effectively to all identified spill scenarios.

Disposal Plans - describes how and where the facility intends to recover, reuse, decontaminate, or dispose of spilled or released materials, including cleanup residues, contaminated equipment and clothing.

Containment and Drainage Planning - describes how to control and contain a spill through drainage. Information provided under 40 CFR 112.7(e) within an established SPCC plan can be used to support this requirement.

Self-Inspection, Drills/Exercises, and Response Training

Facilities subject to FRP provisions must develop programs for facility response training and for drills/exercises according to the requirements of 40 CFR 112.21. Much of this information may already be contained in an existing SPCC Plan. Specific areas to be addressed in this section include:

Facility Self-Inspection - identifies facility self-inspection requirements in a two step process that includes a checklist of items to inspect and a method of recording the actual inspection and findings. The self-inspection portion of the FRP should address tank inspections, response equipment inspection requirements, and secondary containment inspection requirements, at a minimum. Standard checklist items for these inspections are presented in Appendix F to 40 CFR Part 112.

Facility Drills/Exercises - describes the facility's program for response drills/exercises, including evaluation procedures. Guidelines for developing the facility drill/exercise program are presented in Appendix E to 40 CFR Part 112. The facility drill/exercise section of the FRP should include Qualified Individual Notification Drill Logs and Spill Management Team

Tabletop Exercise Logs. Formatted sample logs are presented in Appendix F to 40 CFR Part 112.

Response Training - describes the programs for facility response training. Documented personnel response training and discharge prevention meeting logs are to be included in the facility response plan or kept as an annex to the facility response plan.

Diagrams

The FRP must have a separate section that includes a Site Plan Diagram and a Site Drainage Plan Diagram.

Security

The FRP must describe the facility security that will be provided, including emergency cut-off locations, enclosures, guards and their duties, lighting, valve and pump locks, and pipeline connection caps. An existing SPCC Plan for the facility will contain similar information. Duplicate information may be photocopied and inserted into this section.

Response Plan Cover Sheet

The FRP must be accompanied by the Response Plan Cover Sheet, identified as attachment F-1 to Appendix F of 40 CFR Part 112. The three page form has been developed to be completed and submitted to the RA by the owner or operator who has to submit a facility response plan.

APPENDIX C

U.S. Coast Guard 33 CFR Part 154, Subpart F

Response Plans for Oil Facilities

The U.S. Coast Guard established oil spill response plan requirements for all marine transportation-related (MTR) facilities that could reasonably be expected to cause substantial harm to the environment by discharging oil into or on navigable waters, adjoining shorelines, or exclusive economic zones. The specific applicability and criteria that trigger the preparation of a Coast Guard response plan are identified in 33 CFR 154.1015. Owners or operators of MTR facilities must prepare and submit to the appropriate Captain of the Port (COTP) a response plan that meets specific requirements applicable to mobile or fixed MTR facilities. The response plan required for MTR facilities meeting established threshold criteria must address the following elements:

Coast Guard Response Plan Scope	
Specific Response Plan Elements	
<ul style="list-style-type: none">• Introduction and Plan Contents• Emergency Response Action Plan• Training and Exercises	<ul style="list-style-type: none">• Plan Review and Update Procedures• Appendices

The required Coast Guard response plan contents, including applicable subsection components, are described below.

Introduction and Plan Contents

This section of the plan must identify the facility's name, street address, physical location (e.g., latitude and longitude), 24-hour facility contact information, table of contents, a cross-reference index if the plan is developed in a format that deviates from the format and order specified in 33 CFR Part 154, and a record of change(s) to document plan updates.

Emergency Response Action Plan

This section, must describe the emergency response actions developed to implement the response plan. Specifically, the following components are to be provided and organized as discussed below:

Notification Procedures - contains a prioritized listing of individuals to be notified in the event of a discharge or substantial threat of a discharge of oil. These Notification Procedures must include facility response personnel, the spill management team, oil spill removal organizations, the qualified individual(s) (and any designated alternate(s)), and federal, state, and local agencies, as required. Figure 1 to 33 CFR 154.1035 provides a standard form to support spill notifications.

Facility's Spill Notification Procedures - describes the volume(s) and type(s) of oil that would be involved in an average most probable discharge from the MTR facility; the maximum most probable discharge from the MTR; and the worst case discharge from the MTR facility. This subsection must also contain procedures to be implemented to mitigate or prevent any discharge or substantial threat of a discharge of oil from operational activities associated with internal or external transfers, including shut-down procedures.

Facility Response Activities - describes the responsibilities of facility personnel, the qualified individual(s) and alternate(s), oil spill removal organizations, and the spill management team. It must also identify the organizational structure that will be used to manage the response actions.

Fish and Wildlife Sensitive Environments - identifies areas of economic importance or environmental sensitivity that may be potentially affected by a worst case discharge.

Disposal Plan - describes any actions to be taken or procedures to be used to ensure that all recovered oil and oil contaminated debris produced as a result of any discharge are disposed according to federal, state, and local requirements.

Training and Exercises

This section describes the training program and exercises that will be used to support response plan implementation. The required components include:

Training Procedures - identifies the training to be provided to each individual with responsibilities under the plan. Provisions must also be included to ensure that the facility owner or operator maintains records sufficient to document facility personnel training and make them available for inspection upon request by the U.S. Coast Guard.

Exercise Procedures - describes the response plan exercise program to be carried out by the facility owner or operator to fully implement the plan. This subsection must address quarterly qualified individual notification exercises, annual spill management team tabletop exercises (including a triennial exercise involving a worst case discharge scenario), equipment deployment exercises (quarterly for facility owned and operated equipment, annually for spill removal organization equipment), and emergency procedures exercises (optional). On an annual basis, at least one of the last three types of exercises listed above must be performed unannounced.

Plan Review and Update Procedures

This section must address the procedures to be followed by the facility owner or operator to ensure that annual plan reviews and updates are performed. These procedures must also address post-discharge plan reviews to evaluate and validate its effectiveness.

Appendices

The plan is required to contain several appendices that provide additional information to support response effectiveness. The required appendices include:

Facility-Specific Information - describes the facility's principal characteristics, including site plan, transfer vessel information, and connections separating the transportation-related portion of the facility from the non-transportation-related portion of the facility, if any. This appendix must also contain information on the oil(s) and hazardous material handled, stored, or transported at the facility in bulk.

List of Contacts - includes 24-hour contact information for key individuals and organizations. The list must include the primary and alternate qualified individual(s) responsible for overall facility response plan execution, emergency response contacts, and appropriate federal, state, and local agencies.

Equipment List and Records - contains a list of equipment, personnel and organizations required to respond to spills covered under a facility-specific Coast Guard response plan.

Communications Plan - describes the primary and alternate method of communication during discharges, including communications at the facility and at remote locations within the areas covered by the response plan. This appendix may reference an existing plan or document.

Site-Specific Safety and Health Plan - describes the safety and health plan to be implemented for any response location(s). This appendix may reference an existing plan required under the Hazardous Waste Operations and Emergency Response Standards, 29 CFR 1910.120.

List of Acronyms and Definitions - lists all acronyms used in the response plan and all definitions that are essential to understanding the provisions of the response plan.